

CLASSIFIED MESSAGE

~~SECRET~~

DATE 0208Z 18 JAN 1963

ROUTING

2	CDD	4
3		5

REPC

TO : DIRECTOR)

EO 12958 3.3(b) (1)>25Yrs

FROM :

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

APPROVED FOR RELEASE
DATE: AUG 2007

INFO : S/C (11)

P R I O R

TOR: 0306Z 18 JAN 1963

TO PRITY

INFO

CITY

7799

OXCART

NO NIGHT ACTION

NO 32nd test set per CSD reclassification 1835 per

IN 62819

1. ACFT NUMBER THREE MADE FLIGHT NUMBER 32 ON 17 JAN 63 FOR ONE HOUR AND 46 MINUTES. TAKE OFF AT 10:25 HOURS [REDACTED] GROSS WEIGHT 90,000 LBS, CG 22 PER CENT. PILOT JIM EASTHAM. PURPOSE OF FLIGHT INERTIAL NAVIGATION SYSTEM AND TYPE ONE EQUIPMENT CHECKS.

2. NORMAL AFTERBURNER TAKE OFF AND CLIMB WITH LEVEL OFF AT 25,000 FT AND 278 KEAS. ACFT PASSED OVER [REDACTED] TARGETS AT 25,000 FT AND 278 KEAS. ACFT CLIMBED TO 30,000 FT AND .8 MACH FOR RUN OVER [REDACTED]. UPON PASSING OVER AUSTIN, ACFT TURNED RIGHT FOR RUN OVER [REDACTED]. ENROUTE TO [REDACTED] THE BACK-UP PITCH DAMPER WAS CHECKED WHILE OPERATING AT 30,000 FT AND .8 MACH. THE BACK-UP PITCH DAMPER CHECK WAS SATISFACTORY. ACFT PASSED OVER [REDACTED] AT 30,000 FT AND 302 KEAS, MADE A 270 DEGREE TURN TO THE LEFT AND MADE A SOUTHBOUND PASS OVER MCGILL, NEV AT 30,000 FT AND 302 KEAS. ACFT CLIMBED TO 40,000 FT AND 371 KEAS FOR SOUTHBOUND RUN OVER [REDACTED] TARGETS. A 360 DEGREE TURN WAS REQUIRED TO AVOID [REDACTED]

~~SECRET~~

GROUP 1
Excluded from automatic
downgrading and
declassification

~~SECRET~~

[] 7799 (IN 62819)

PAGE TWO

AIRLINE TRAFFIC, RESULTING IN A SPEED OF 365 - 368 OVER THE []
[] TARGET RATHER THAN THE PROGRAMMED SPEED OF 371 KEAS. ACFT
MADE A RACE TRACK PATTERN TO THE RIGHT AND MADE A SECOND SOUTHBOUND
PASS OVER [] AT 40,000 AND SPEED OF 371 KEAS. ACFT
PROCEEDED TO VICINITY OF MACKERAL LAKE FOR ADF RADIO CHECK. THE
ADF DIRECTIONAL INDICATOR WAS INACCURATE (180 DEGREES OUT OF PHASE)
AND VALUE WAS LOW. POWER WAS REDUCED TO BELOW 84 PER CENT RPM
FOR DESCENT TO HOME PLATE. THE SAS DISENGAGED AND VARIOUS COCKPIT
LIGHTS ILLUMINATED. POWER WAS ADVANCED TO 84 PER CENT, THE
ILLUMINATED COCKPIT LIGHTS WENT OUT AND THE PILOT ENGAGED THE SAS.
ALL SYSTEMS APPEARED NORMAL, BUT WHEN POWER WAS REDUCED TO BELOW
84 PER CENT, THE SAME MALFUNCTIONS REURRED. THE PILOT MAINTAINED
84 PER CENT POWER AS LONG AS PRACTICAL DURING FINAL APPROACH TO
LANDING. ALTHOUGH CHUTE DEPLOYMENT WAS NORMAL, THE ACFT
DID NOT STOP UNTIL 1,600 FT OUT [] CAUSE OF
ELECTRICAL SYSTEM MALFUNCTION IS UNDETERMINED AT THIS TIME. THE
INS WOULD NOT STORE INFORMATION AT POSITIONS 4 AND 6. THE TYPE I
EQUIPMENT OPERATION APPEARED TO BE SATISFACTORY. THERE WERE NO
SIGNS OF [] WHEEL MARKS [] . F-101 ACFT
FURNISHED CHASE.

END OF MESSAGE

~~SECRET~~